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CENTRAL INTELLIGENCE AGENCY
INFORMATION FROM
FOREIGN DOCUMENTS OR RADIO BROADCASTS CD NO.

REPORT

COUNTRY Yugoslavia
SUBJECT Transportation - Rail
Economic - Industry, miningDATE OF
INFORMATION 1950HOW
PUBLISHED Daily newspapers

DATE DIST. 12 Jun 1950

WHERE
PUBLISHED Ljubljana

NO. OF PAGES 4

DATE
PUBLISHED 4, 28 Mar 1950

LANGUAGE Slovenian

SUPPLEMENT TO
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SOURCE Newspapers as indicated.

CONSTRUCTION TO START ON NEW RAIL LINES

[Maps are appended]

ZVORNIK BANJA LUKA RAILROAD PLANNED -- Slovenski Porocevalec, No 75,
28 Mar 50; Ljuiska Pravica, No 75/II, 28 Mar 50

The Doboj-Tuzla line, which will be constructed soon, is scheduled to be extended west to Banja Luka and east to Zvornik. The Brcko-Banovici line can no longer handle adequately the increased tonnage of coal produced in Bosnian coal fields. Production in the Banovici Basin, for example, increased 25 percent in February and March. The Kreka Basin produces over one million tons of coal a year, or three times as much as before the war. Ten new coal mines are being opened in the Kreka Basin. In a few years the entire Tuzla Basin will produce 5 million tons of coal a year.

The coke factory in Lukavac will need 2 million tons of coal a year for the production of coke. Much of the Tuzla Basin coal will be used by the new thermal power plant which is being built near Lukavac.

The soda factory in Lukavac will increase its production 40 percent this year, when all the construction work has been completed.

The rock-salt mine being opened at Tusanj near Tuzla will have a capacity of 100,000 tons of salt per year. In the Majevica mountain range new petroleum fields and a new black-coal mine are being opened. South of the Tuzla Basin the old lead and silver mine will be reopened soon. New forest railroads for the transportation of lumber will be constructed in the near future on Konjuha Mountain. The Banja Luka-Zvornik Railroad will relieve the load on the Banovici-Brcko line.

The narrow-gauge railroad in the Spreca Valley between Tuzla and the Banovici-Brcko line was replaced in 1949 by a standard-gauge railroad. In 1949 a standard-gauge track was built from the Banovici-Brcko line to Puracic near Lukavac. Thus, 16 kilometers of the Tuzla-Doboj line have been completed, while the 44 kilometers from Puracic to Doboj are still to be constructed.

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Work on this 44-kilometer standard-gauge railroad in the Spreca Valley will begin on 10 April 1950 and is scheduled to be completed by 29 November 1950. The line is divided into six parts, plus a seventh part comprising the new railroad junction in Dobojs. Three bridges will be built over the Spreca River and two 100-meter tunnels will be constructed on the line. The Dobojs-Banja Luka line will be built along the Usora River and through Teslic. The present narrow-gauge railroad in the Usora Valley to Pribinic will be eliminated. When the Dobojs-Banja Luka standard-gauge line is completed, connection will be established between Banja Luka, Bosanski Novi, Sunja, Sisak, and Zagreb.

When the standard-gauge railroad line between Tuzla and Zvornik on the Drina River is built, connection will be established with the Zvornik-Sabac line (which was completed last year), Ruma, and Belgrade. Later, a standard-gauge railroad line will be built from Zvornik via Valjevo to Belgrade.

With the completion of the above railroad lines, Yugoslavia will acquire a new longitudinal railroad connection south of the Sava River, between Zagreb and Belgrade. Prior to the construction of this line, a railroad line will be built between Bosanski Novi, Glina, Karlovac, and Ljubljana.

Maps 1 and 2 show the location of the new line.

TC BUILD BRODICE-MAJDANPEK CONNECTION -- Slovenski Porocevalec, No 55, 4 Mar 50

In 1948 the Pozarevac-Kucevo railroad line was extended to Brodice. Soon the construction of a standard-gauge railroad line from Brodice through the Pek Valley to Majdanpek will begin. From Naresnica near Kucevo a power line will lead to the copper mine at Majdanpek which will acquire its power from the Kostolac thermal power plant.

Map 3 shows the location of the projected railroad line.

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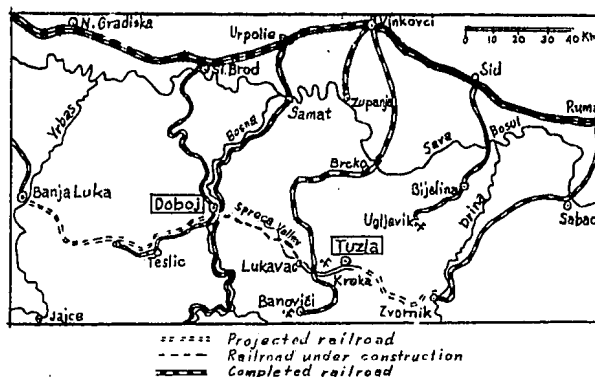
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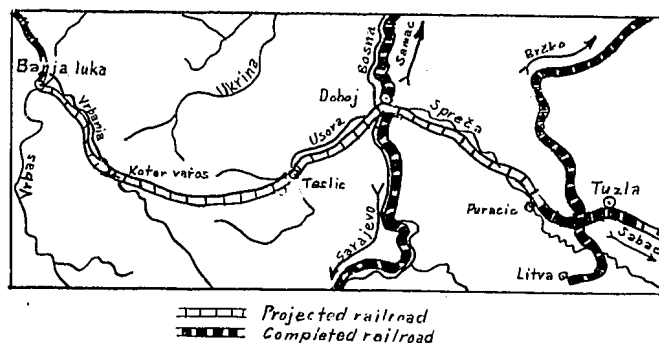
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Map 1



Map 2



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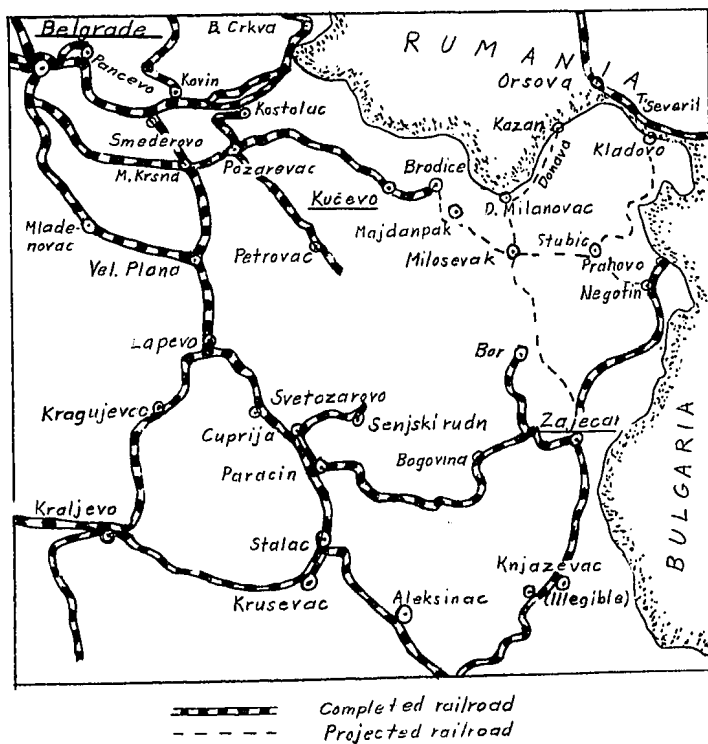
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Map 3



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